

# CYCLE GRAND CIRCUIT

THE PROFESSIONAL RACES BEGAN FRIDAY AT OAKLAND, CAL.

Must Meet the Professionals—Programme of the Season.

Special to the Indianapolis Journal.

SAN FRANCISCO, May 2.—The American public will have its opportunity to see some of the greatest racing in the history of cycling as a sport the coming season. The National Circuit, which opened at Oakland, Cal., yesterday, continues for six months, with more days of racing than last year, and with more men than ever followed the National Circuit will be found on the path this season. Professionalism is now legitimate, and men may race for the money with which to pay their expenses, something that a large majority of them could not do in former years. The field is larger than ever before, and the number of men is estimated to be about 100. The National Circuit, which opened at Oakland, Cal., yesterday, continues for six months, with more days of racing than last year, and with more men than ever followed the National Circuit will be found on the path this season. Professionalism is now legitimate, and men may race for the money with which to pay their expenses, something that a large majority of them could not do in former years. The field is larger than ever before, and the number of men is estimated to be about 100.

When Class B was killed last year there were in the field no less than seven hundred declared professionals, probably one hundred of the number being men of average racing ability and taking part in "open" events. It is possible that the number of men that will be seen in open races this year will run over the two-hundred mark. The men of this year will be the same men as were before the public last year, with possibly a few additions. Some new men will undoubtedly come to the front, as did Cooper, Rigby and others last season. The National Circuit is going to be the happy hunting ground of every professional in the country. The prizes on the National Circuit are going to be larger, the races are going to be more numerous and reputation is to be gained in larger chunks. Bald, Cooper, Murphy, Kiser, Gardner, Ziegler, Coulter, Jenny, all among the leaders of Class B last season, must meet the professionals. John S. Johnson, Harry Wheeler, Con Ed and many more, former leaders in the professional class. The battle royal events will be when all the good men come together in one contest, and this will only be made possible by an invitation race for a good, large stake. The National Circuit will have such contests for big money.

It is hard to pick the man that will prove the competitive champion of the season. It may be any one of a dozen men, or it may be some man that will come up from among the great army of unknowns. E. C. (Cannon) Bald, of Buffalo, was the man of '26 in the Class B racing field. His margin in the percentage table was comfortable, and his points and prize money table at Bald was hard pushed in all his contests. He met his match more than once during the season, but played in more than good luck. His hardest competitors had the misfortune to fall down, to become injured, and, as a rule, he had one at a time to tackle. In June it was Cabanne that closely pushed Bald. Coulter, some of the time, Cabanne, fell before the circuit was two weeks old, injured himself, but maintained the lead until compelled to retire. Coulter was backward after a few spurges. At the national meet Gardner gained in experience and it was then said that the lad was not trying in contests in which he had to be out of the lead. Gardner fell and was out for the rest of the season, as far as good winning form played a part. He raced but could not do his best at any time owing to the old injuries. After the Chicago meet early in August, Cooper came into form, and in Wisconsin and Minnesota he defeated Bald on several occasions, but Cooper could not keep up the winning streak throughout the Western Circuit to the finish. Murphy played an important part in races with Bald and gained his share of the honors. Thanksgiving day Kiser took a hand and gained points over Bald, and on the closing day of the circuit Cooper twice defeated the champion.

In his races of the season, Bald won more close finishes than any other man on the path. He is game to the backbone and gave up but twice in races, and his twice in Ohio, when he was out of shape.

Bald's Great Success.

Throughout the year he maintained his lead, keeping his form remarkably well, being free from the many troubles of the season and riding a charmed life. As a rule, first to catch the pace-making machine, he was clear of any troubles in the long snake-line to the rear of him. Bald had the ability to get away fast, but he had the good right arm of Asa Windchill, who has many strong, and he had the ability to hold any pace that was set. His record of the year is one that is better than that of Zimmerman in his notable campaign of 1923, when that rider won 109 firsts, for Zimmerman won all his races, or nearly all, by generous margins, and Bald won his, or most of them, by inches. Would the man maintain his form of 1926, his career would be one worth watching the coming year.

John S. Johnson is going to prove himself a seeker after the lead in the percentage and point tables the coming season. Johnson grows a greater competitor each season. His record of last year in the professional ranks was one of the very best, with his training over across the pond, he will return to America in August, prepared to give the circuit chasers a struggle. Johnson is large, strong and speedy. He has the lead on his shoulders for the close and foxy race that he did not possess in 1923 and 1924, and by his winnings of last season proved himself a man on which the mantle of champion might easily fall.

Another from the professional ranks that will prove a leader is Walter C. Sanger, the Milwaukee giant. Sanger starts the present season with the best chances of his lifetime. Tom Cooper has had one season of success on the track, and with the encouragement which that has given him will come to the front. Sanger is now in charge of "Mother" Webb, trainer of Harry Tyler for the past two seasons. Later in the year he will also have the veteran, Ed Moulton, under whom he came so prominently to the front last season. Charlie Murphy is always one of the surprises of the racing season. His are on the path is greater than that of any other of the circuit chasers, yet he looks up every season and in the end of the year has placed an excellent record to his credit. Murphy is in charge of Willis B. Troy for the coming year. Earl Kiser, the Dayton flyer, is a rider of whose future many bright things are predicted by cycle writers and riders all over the country. He has had the benefit of a winter's residence in California.

Otto Ziegler, of San Jose, is again on Eastern tracks. Ziegler's success last season was broken at the South Bend meet early in August by the fall in which he broke his arm in two places. At the late fall meet at Louisville he succeeded in lowering the competition record to 1:52 3-4, and this mark he now holds. Ziegler is in charge of Dick Alward. Arthur Gardner was another man that suffered from falls while in his prime last season and without these would have landed near the top. When in form he gave indication last season of the coming champion by the clever winning of races in Ohio. He had been out barely a month when he met with his severe fall at South Bend. Although he continued on the circuit the scores would not be high, and he finally retired to Louisville and prepared for the records, gaining the mile record by

fore the closing of the record breaking at that point. John West is his trainer.

A VICTIM OF ACCIDENTS.

Clinton Coulter met with so many accidents last season and rode under such discouraging conditions that his record was not one of justice to himself. He is in charge of his brother, C. C. Coulter, and with Frank Foster, the champion athlete of the Pacific coast, as trainer. Coulter should do well at Oakland, the "Zigzag" of the Pacific coast, is spoken of as team mate for Coulter. Frank J. Jenny met with his severe accident of the season at Williamsport last year, and was after that hardly the man that he was proving to be when the fall occurred. Jenny is a heavy man and a fall is serious with him, more so than with many others. Charles S. West, the favorite rider of all the riders of San Francisco and California, came up well at the close of last season. West is one of the largest riders in the States, yet he possesses one of the finest finishing sprints on the track. Julian Pye Bliss, "the Chicago Midgit," is to be seen once more on the circuit. Fred Allen did pretty well last season. He will have the opportunity of his life this year, with a good trainer, who has had him at Louisville for some time.

William M. Randall did not appear in the circuit contests until late last season. Randall and probably Kiser will be trained by Stackpole and under the management of H. B. Giesen. Frank E. Schefski is from Salt Lake City, and was picked up when the circuit passed through that point. He is speedy at unplaced work. Schefski allows no man to take undue advantages with him in a race, as was found at the circuit races last fall, when some of the veteran circuit chasers tried to best him at some of the tricks of the trade, such as the elbow and crowding. One of the leaders was thrown from the track for his trouble.

Harry Wheeler, once "cash prize king," is a member of a prominent team and started his training early. Fred Loughhead, the Canadian champion of last season, has joined the professional ranks. Marion, Black and Polter, of Fort Wayne, Ind., are new in the list of signed circuit followers. Both were good men in the amateur ranks, and this year have their first opportunity in the regular field. Fred Loughhead is his trainer and manager. A. D. Kennedy, of Chicago, is once again to be seen in the fight.

SPEEDY MACDONALD.

Ray Macdonald is in Europe under the charge of Tom Eck. He is riding in finer form than ever before. Macdonald is one of the speediest men that this country ever produced. His return in August will add more to the fine array of racing men on the circuit. Frank Rigby, of Toledo, may be seen on the circuit. Pat O'Connor, the Irishman, will cut a prominent figure. H. R. Stenson will be another good one in the field. L. C. and E. C. Johnson, W. A. Terrill, Dr. Brown, L. A. and C. H. Calahan, Helfert, Bruno, Eaton, Starbuck and a host of others will be seen, and these with two score men new to fame in the racing field will swell the number of circuit followers to the one hundred and more. From this time on, probably earlier, the followers of the circuit will be most numerous. Three great meets are scheduled. One for July 21 and 22, at Toledo; the second great national meet of the League of American Wheelmen, at Louisville, Aug. 10 to 15, and the third the Springfield meet, Sept. 1, 2 and 3. The circuit closes at Washington Oct. 17, and thence to the record breaking at Louisville is but a day's jump.

The great Viking "all gold" meet, the first of the great trios, presents the winners of eight races \$5,000 in gold. This will be run on a new three-mile track constructed for the occasion at Toledo and with prizes of the value of these, will attract all the leading men of the world to the country. The national meet falls not very short in the prize list.

This year's national circuit includes about seven thousand miles less than last year. There is a total of about fifty race meets and sixty days of racing already allowed for the circuit, more than was allowed at the same time last season. Dates may be applied for by a number of race promoter points and spaces have been left in the making of the circuit that will undoubtedly be filled by some of these points. The number of new cities on the circuit this year is surprising. The withdrawals from the circuit are many and most of the latter will be seen in line when it has been demonstrated that professionalism is the success that it will certainly be. F. ED. SPOONER.

COMPLETED IN THREE WEEKS.

First Section of New Bicycle Path Will Be Turned Over Then.

The machinery is all on the ground ready for work on the first section of the bicycle path to begin to-morrow and Superintendent McGinty thinks he will be able to turn it over to the league, finished, in three weeks or less time. The subscription of the Indianapolis Bicycle Company of one hundred shares of stock, amounting to \$500, has given the project a great boom. People had thought the path would not be built and they held back by their subscriptions, but when this subscription was made public, others began to subscribe and now there is enough money subscribed to more than build the first section, which includes all between the city and Broad Street. It is the desire of the directors that while this work is being done, a sufficient amount will be subscribed to enable them to continue the work without interruption.

The Patee company had already offered to build a mile of the path, and the offer was renewed last week. This company says it is ready to honor the bills for the cost of the first mile and will be ready to present it. This, with the \$500 from the Indiana company, will build three miles or more, and the first section is only five miles and 1,100 feet in length, leaving only a little more than two miles to be paid for by the subscriptions of wheelmen.

With a few more active workers to solicit subscriptions, there will be enough money subscribed, with what will be left after building this first section, to go to work immediately on the next section of the path, and this will probably be done. The directors do not want to order the work faster than they have money to pay for it.

MEMORIAL DAY RACE PRIZES.

They Will Be Exhibited May 17—Call for Entry Blanks.

Great preparations are being made for the Memorial day road race. The prizes have all been secured and will be placed on exhibition May 17, at the clubhouse of the Indianapolis Bicycle Club. There will be five bicycles given as prizes. The time prize will be a Bell's, a Ben-Hur will be the first prize and a Patee second. There will be an Outing to be given for the best time made on an Outing, and a Mungie will be given on the same terms.

The entry blanks are being called for from all parts of the State and some few have been returned filled out. It is early now for entries to be received, so it is not at all surprising that only a few have come in, the surprise being that any have been returned.

The prizes other than the five bicycles will consist of suits, lanterns, cyclometers, bells and almost everything in the way of sundries. The total value of prizes will be nearly \$1,000, there being fifty authorized. Entry blanks can be secured by writing to John Ormond, No. 41 North Pennsylvania street.

An Invention for Prudes.

A West Virginia man has invented and patented what he calls a leg shield for women cyclists. It is a framework that extends around the lower part of the wheel in such a way that not even a foot can be seen by the rude man who happens to look

In the direction of the passing wheelwoman. This man, whose name is Cherry, thinks the invention will be a great boon to women who are opposed to allowing the men on the street to see the size of their ankles.

MALLEABLE CRANK HANGERS.

An Eastern Firm's Statement Will Cause Much Surprise.

There is a question as to whether the bicycle dealers and manufacturers all over the country are doing some talk ing or whether a letter from the Acme Malleable Casting Company, of Buffalo, N. Y., is a huge piece of fabrication. A few days ago a Journal reporter was shown a letter received by one of the local dealers, who was thought to be a manufacturer, from the Acme company. The letter stated that the Acme company had been ordered to place an order for malleable casting crank hangers, which is the part of the bicycle which joins the several parts of the frame together, and through which the crank axle passes. It is very important that this, of all parts of the wheel, should be strong and reliable. The letter stated that the Acme company had been ordered to place an order for malleable casting crank hangers, which is the part of the bicycle which joins the several parts of the frame together, and through which the crank axle passes. 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